

MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

Property Name: _____ Inventory Number: ~~CH-996~~ CH-996

Address: 8050 Fairground Road, Charles County - in the vicinity of La Plata

Owner: Drinkard, Francis N and Wilma A

Tax Parcel Number: 29 Tax Map Number: 55

Project MD 301 Agency State Highway Administration (SHA)

Site visit by SHA Staff: ☒ no ☐ yes Name: _____ Date: _____

Eligibility recommended ☐ Eligibility not recommended ☒

Criteria ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☒ None

Is property located within a historic district?: ☒ no ☐ yes Name of District: _____

Is district listed?: ☒ no ☐ yes

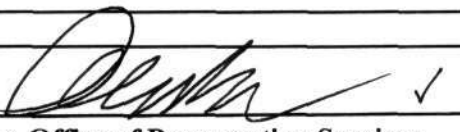
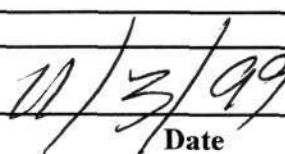
Documentation on the property/district is presented in: Project Review and Compliance Files

Description of Property and Eligibility Determination (Use continuation sheet if necessary and attach map and photo)

8050 Fairground Road is a one-story, wood frame dwelling. The house is three bays wide and has a three bay wide front porch with a half-hipped roof. The central entry is flanked by single, 1/1, double-hung, sash windows. Originally a Craftsman-style bungalow, this house has been significantly altered. The porch supports, originally brick bases and tapered wood columns, have been removed and replaced with decorative iron posts. A large one-and-one-half-story, L-shaped, cross gable roof wing has been added to the rear elevation (east). The addition changes the form of the house from a simple rectangular plan to an elongated L-shape.

Charles County's late 19th- and early 20th-century history is dominated by industrial and urban development. The greatest impact upon community growth came from the railroad. The completion of the Baltimore and Potomac Railroad's (B&P) mainline from Bowie in Prince George's County to Pope's Creek in Charles County in 1872 prompted local entrepreneurs to establish stores and other commercial facilities near the railroad stations. The B&P Railroad also made inland farms accessible, thus, increasing their value and revitalizing the practice of agriculture in Southern Maryland. La Plata station still stands at the intersection of the rail line with Charles Street.

Prepared by EHT Traceries, Inc.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended	Eligibility not recommended
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	Consideration <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None
	
Reviewer, Office of Preservation Services	Date
Reviewer, NR Program	Date

As La Plata grew, Charles County citizens lobbied to have the county seat moved from Port Tobacco to La Plata. La Plata became the county seat of Charles County's government in 1895 and a new courthouse was erected in 1896.

Towards the end of the first quarter of the 20th century, road improvements and developments contributed to the suburbanization of Charles County. Charles County experienced the expansion of commercial establishments which catered to the tourist trade along the Robert Crain Highway and its successor U.S. 301.

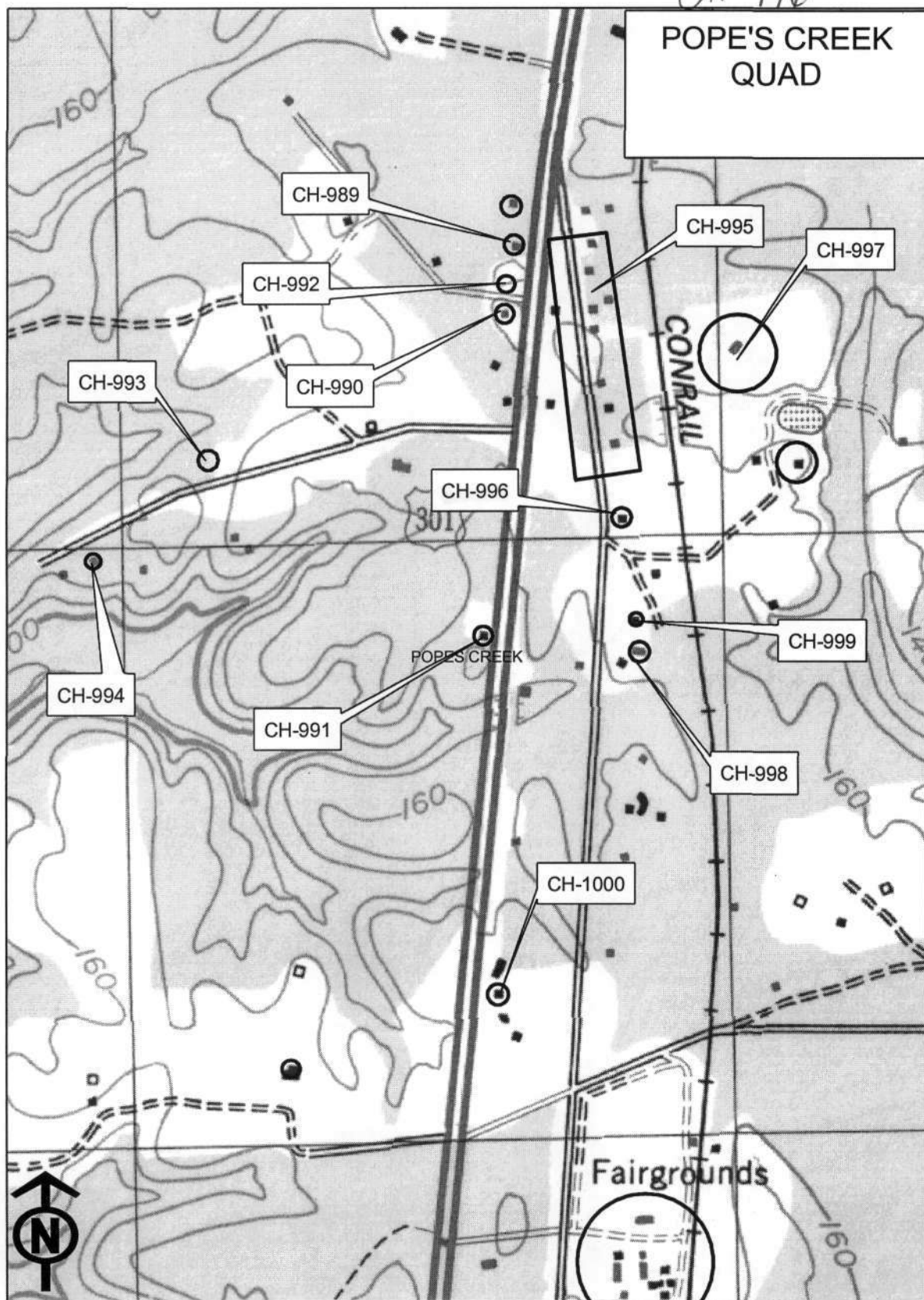
World War II and the increasing dependence upon motor vehicles played a very important role in Charles County's development. Charles County continued its relative isolation from large-scale residential and commercial development until after Crain Highway was dualized and designated U.S. 301 in the 1960s. Earlier trends in travel-related services and entertainment along the Crain Highway grew somewhat when the highway was extended across the Potomac River to Virginia through southern Charles County and over the new Harry W. Nice Bridge in 1940, thus completing a route from New York to Florida.

Built circa 1910, this significantly altered Craftsman-style bungalow house is not eligible for the National Register. While it is typical of the modest residential development along U.S. 301, this resource lacks significance related to events, persons, or architecture. Criterion D, information potential, was not assessed for this study.

ROGER M. HAYDEN

CH-996

POPE'S CREEK
QUAD





~~#40072~~ CH-996

8050 Fairground Road
Charles County, Md

Traceries

June, 1999

MD SHPO

View looking east

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